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S-11482

PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

SOUTHEAST CHINA SITUATION

Declassification review by NIMA/DOD



GP/I - 202
25 July 1956

CENTRAL INTELLIGENCE AGENCY

OFFICE OF RESEARCH AND REPORTS

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SOUTHEAST CHINA SITUATION

SUMMARY

- YINGTAN-AMOY RAILROAD progressing at a rapid rate.
- KAO-PU to CHI-MEI CAUSEWAY, previously filled in, now breached.
- MA-CHIANG FIELD ARTILLERY PARKS probably indicate existence of artillery billeting area.

This memorandum summarizes significant changes in the southeast China area based on interpretation of aerial photography flown between

25X1D

Special interest items include airfields, rail and road transportation routes, artillery parks, POL storage areas, and the NAN-PING CEMENT PLANT.

AIRFIELDS

LIEN-CHENG AIRFIELD (25°40'N - 116°40'E): The airfield appears serviceable and completed. Facilities are much the same as at the other recently completed airfields in southeast China. There are, however, two operations buildings. The purpose of the second operations building is unknown.

CHU-HSIEN AIRFIELD (28°58'N - 118°53'E): Partial coverage of the airfield on [REDACTED] reveals the presence of 23 MIG-15 aircraft in the north dispersal area. This number, based on comparative studies of the airfield for over a year, is about average for the dispersal area. The airfield apparently has a complement of approximately 90 aircraft.

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NAN-TAI AIRFIELD (26°00'N - 119°19'E): The runway continues to exhibit a distinct mottled tone after periods of rainfall, a condition not known to be characteristic of concrete. During the period covered by this report an increase in truck activity has taken place around the airfield area. The TOKEN radar site, located 5.8 miles northeast of the airfield and previously reported in GP/I - 176, was unoccupied on [REDACTED]. The road leading to it has been extended to the northeast past the site.

25X1D

LUNG-TIEN, HUI-AN, CHING-YANG, MA-CHIANG, KAO-CHI and LUNG-CHI

AIRFIELDS: No significant change was noted on aerial photographic coverage on these airfields.

TRANSPORTATION

YINGTAN-AMOY RAILROAD: Construction is progressing at a rapid rate on all incomplete sections of the Yingtan-Amoy Railroad.

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Coverage dated [REDACTED] reveals a railroad survey line extending from a point 10 miles west-northwest of Fu-chou, along the north bank of the Min River, to a point approximately 12 miles east-southeast of Nan-ping. From this point to Nan-ping, right-of-way clearing of vegetation and preliminary grading has begun. A bridge in under construction 4.5 miles east-southeast of Nan-ping that will carry the railroad from the south bank of the Min River to the north bank. This bridge will be about 1,600 feet long with 23 spans.

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Sixteen piers were under construction as of [REDACTED]

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The railroad bed is under construction between Chiao-wei and the Kao-pu end of the Kao-pu to Chi-mei causeway in the Amoy area. This causeway, previously reported as entirely filled in, has been
25X1D breached by the tide as revealed on photography of [REDACTED]
Subsequent photography reveals little progress in closing this gap.

Railroad right-of-way clearance on Amoy Island was complete
25X1D as of [REDACTED] photo coverage. Photography of the Kuan-tou
area reveals no evidence of railroad survey or construction as of
25X1D [REDACTED]

WENCHOW to FU-CHOU ROAD: Extensive aerial photographic coverage of
25X1D the coastal road from Wenchow to Fu-chou was accomplished on [REDACTED]
25X1D [REDACTED] These photographs reveal that little change has taken
place on this route, and very little vehicular traffic was noted.
Construction had commenced on a new road traveling west from a point
on the coastal highway 7.5 miles north of Fu-ting. This road
generally parallels the Fukien-Chekiang boundary for a distance
of 13.2 miles.

TUNG-SHAN CAUSEWAY: A causeway is under construction between Tung-
shan Island (23°40'N - 117°25'E) and the mainland. The total span
of this causeway will be approximately 2,000 feet. The causeway
will cross the straits at the north end of the island. About nine-
25X1D tenths of the causeway foundation had been laid by [REDACTED]

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MILITARY

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MA-CHIANG ARTILLERY PARKS: On [REDACTED] photography, 22 field artillery pieces and 32 trucks were observed in the Ma-chiang area. The pieces were not emplaced but lined up in groups of 4, in 5 separate villages, with the remaining 2 in a sixth village. It appears that the personnel manning the weapons are housed in these villages. Although there are numerous empty artillery revetments and trenches indicating military training exercises, the area is believed to be used primarily for the billeting of reserve artillery units.

CHEN-FENG POL STORAGE AREA: One mile south of the Nan-tai ferry landing and near the village of Chen-feng (25°56'30"N - 119°23'20"E) is a POL storage area. This site is similar in layout and construction to those at the new airfields in southeast China. The site consists of 8 bunkers 15' X 75' with a total of 84 storage tanks, probably [REDACTED] in size. On [REDACTED] 7 additional bunkers were under construction and 50 trucks were parked near Chen-feng.

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CHIAO-WEI POL STORAGE AREA: A POL storage area has been built 3 miles southeast of Chiao-wei (24°32'N - 117°54'E). This area is connected by a first-class access road to the Chiao-wei to Sung-hsu highway. The small scale of the photography precludes a more detailed report at this time.

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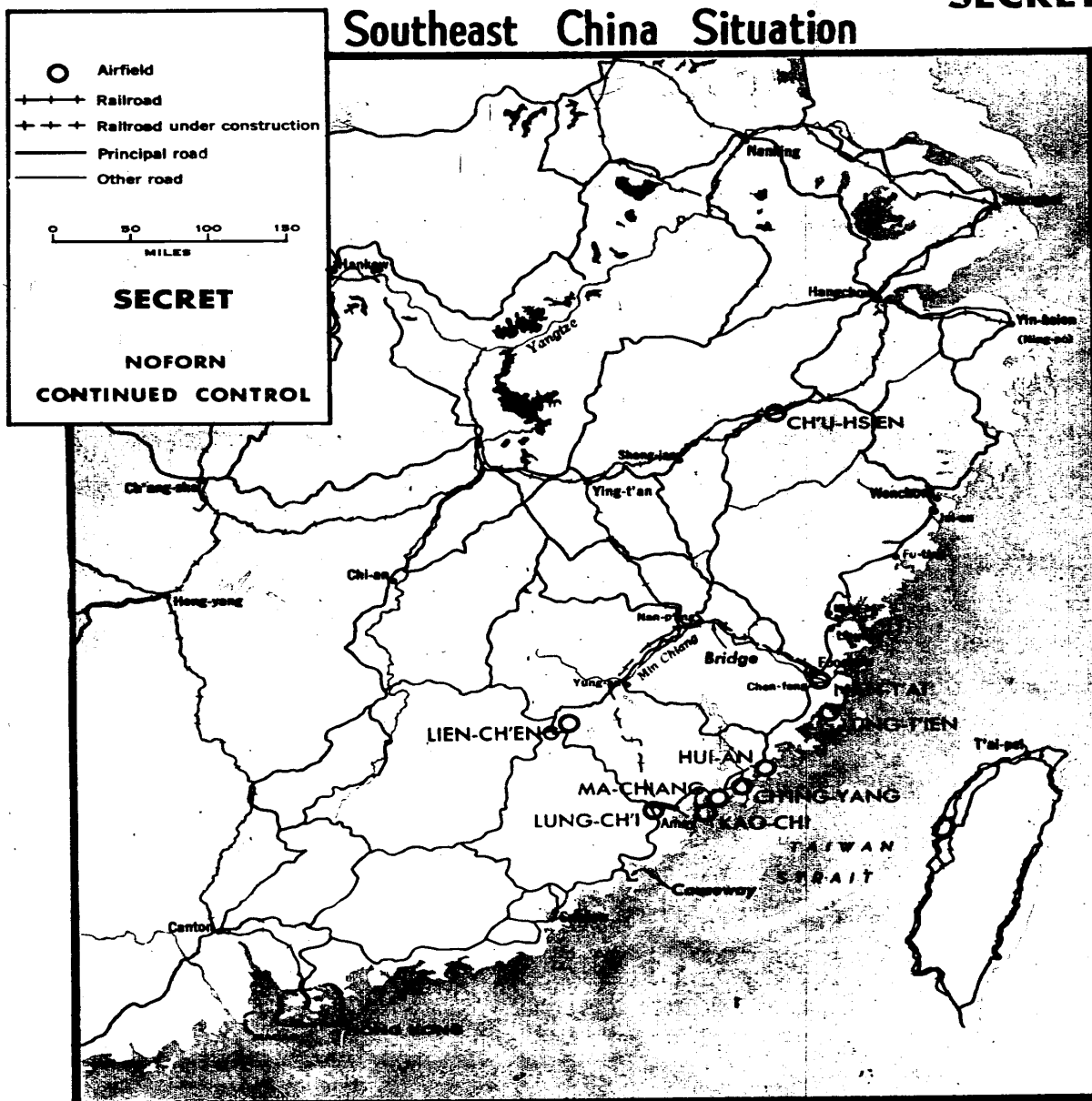
NAN-PING CEMENT PLANT: The Nan-ping cement plant appears to be in full operation. Both stacks of the 280-foot-long rotary-kiln building are emitting steam. Cement is being hauled by trucks and small boats.

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Southeast China Situation



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